









**Amputation to the Liberty Bells.** Admiral Dorey recently ordered an amputation to be made from his pen. It is said that his reply by cable was: "Thanks, but I am too busy."

**Mr. J. J. Spencer, Chief Radio Officer,** is representing the Oglethorpe Farmer, who died at the Magistrate's office for having an unscrupulous master in charge of the steam-launch *Wing Kwei*.

**The Yankess** are a good-natured nation. The International Navigation Company of New York has organized a winter cruise to the scenes of the battlefields of the Spanish-American War, by the American Line Twin-Screw United States mail s.s. *New York* (U.S. auxiliary cruiser *Harvard*), which sailed from New York on March 4 for Havana, Santiago, Siboney, Daiquiri, Guantanamo, San Juan, Ponce, the Windward Islands and Jamaica.

There have been many complaints of petty thefts in the vicinity of Tai Wo Lane, and last night about midnight P.C. Kerr observed a couple loitering about the lane in a suspicious manner. The constable went and notified P.C. Torrey of his discovery, and Torrey took up his position at the other end of the lane, from where he could watch the movements of the couple. By means of a long bamboo the couple proceeded to pull down a number of pieces of clothing hanging from the windows of the houses in the lane. The constables closed in upon him and effected his arrest. At the Magistrate's today, Mr. Torrey and P.C. Smith, Police Magistrate, sentenced the couple to three months' imprisonment.

The arrangements and labour entailed in shipping and re-establishing a circus plant and paraphernalia as large as the one almost completed under Mr. Warren's direction on the Reclamation Ground, West Point, is a task far greater than appears. There is "more truth than poetry" in the task, which is as vast as it is tedious. It is only on energy and enterprise such as characterize Mr. Warren's management that can give it tangible shape with ease and despatch. Things have now progressed so rapidly and well that the grand opening to-morrow night is an assured fact. From the high encomiums and ovations accorded the organization elsewhere, it is a foregone conclusion that it will be the *Meca* for Hongkong amusement lovers during the limited circus season here. Seats can be booked at Messrs. Cotton and Co.'s.

At the Magistrate's today, before Mr. Torrey, Mr. Chan Po, a houseboy at Murray Barracks, was charged with being a rogue and vagabond and being found in a room at Murray Barracks, occupied by Captain C. E. Bancroft, Royal Welch Fusiliers. On Tuesday night while the officers were at mess the prisoner was discovered by Captain McMahon's servant boy coming out of Captain McMahon's room. The boy asked the prisoner what he was doing there. Prisoner did not reply, but ran away. He was pursued by the servant boy, who overtook him on the stairs. Prisoner then said he had gone to the room to get a key. The boy took the prisoner to the Sergeant of the guard. Captain Bancroft's boy gave evidence that he looked into his master's room and found a gold chain and forty cents in ten cent pieces on the floor of the verandah. The gold chain belonged to his master. His master's room was next to Captain McMahon's. Prisoner was formerly employed as a washer-up at the officers' mess, but was discharged that afternoon. The Magistrate sentenced prisoner to three months' imprisonment.

In an editorial commenting on the selection of the American Commission to the Philippines, the *Chicago Times-Herald*, which is commonly recognized as the highest administrative authority, says: "If this commission, after an exhaustive study of the situation and of the obligations of the United States, should recommend the extension of our sovereignty permanently over the Philippines as the safest way out of the dilemma it would go far to reconcile us to that unequal relation. If, on the other hand, the commission should find reasons for the complete and early abandonment of the Philippines to their fate, the people of the United States would accept the conclusion with mingled feelings of regret and relief. The *Times-Herald* is in a position to state that Admiral Dewey is opposed to the United States annexing the Philippines. At the head of the commission Admiral Dewey will have an opportunity to formulate the alternate policy of the United States. What Dewey formulates will come very near being the unanimous decision of the United States."

Our own manufacture are the best Piano for this climate, warranted to stand any thing low prices and any terms.—Robinson Piano Co.

The girl with a new hat that is becoming a never satisfied until she has the latest and the girl she likes best.

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**ROYAL HONGKONG YACHT CLUB.**

SEVENTH CLUB RACE, RESAILED 4TH MARCH. The course was from the Police Pier, Kowloon, round the Channel Rocks, Kowloon Rock, and North Fairway buoy, all to port; 10 miles.

The following boats started:—A. Class, at 2.15 p.m. *Active*, *Maid Marian*, *Phoebe*, *Sybil*, *Chanticleer*, and *Bonito*; and B. Class, at 2.30 p.m. *Princess*, *Dart*, *Payne*, and *Ladybird*. There was a good strong easterly breeze all through the race, but none of the boats were routed. In the heat up to *Chanticleer* *Bonito*, *Chanticleer*, *Maid Marian*, and *Phoebe* had a fine race, getting round the Rocks at intervals of about 40 seconds. *Active* being next, two minutes after, *Sybil* following about the same after *Active*. The order was equally close in the second class, *Payne*, *Ladybird*, and *Princess* being round within two minutes. *Dart* being three minutes after *Princess*. On the run down to the Fairway buoy after passing Kowloon Rock, *Chanticleer*, *Maid Marian*, and *Phoebe* all passed *Bonito*, and the buoy was rounded by the four boats within a minute and a half at about a quarter to four. In the second heat up the *Bonito* again went through the fleet and snatched victory from *Chanticleer* by six seconds. *Ladybird* also passed *Payne* at Kowloon Point on the way down, and held the lead to this.

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<i>Active</i>	4	15			
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<i>Ladybird</i>	4	32	47	1st	10 points
<i>Payne</i>	4	33	37	2nd	4
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 Vasco da Gama. Fortifications on the  
 island and on the mainland opposite would  
 protect the town and harbour from naval  
 attack. That the Russians consider the  
 port worth attention is shown by the trouble  
 they took on a recent occasion to make  
 themselves agreeable to the local traders of  
 the Imperial Bank of Persia, a British  
 company took over the custom-duties



## Shipping.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY & TAMSUI.  
The Company's Steamship **HAIMUN**, Captain BARNES, will be despatched for the above Ports on THURSDAY, the 10th Instant, at Daylight.  
For Freight or Passage, apply to **DOUGLAS LARRAIE & CO.**, General Managers.  
Hongkong, March 7, 1899. 568

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR SINGAPORE, PENANG AND CALCUTTA.  
The Company's Steamship **KUTSANG**, Captain BRADLEY, will be despatched as above on SATURDAY, the 11th Instant, at Noon.  
For Freight or Passage, apply to **JARDINE, MATHESON & Co.**, General Managers.  
Hongkong, March 4, 1899. 439

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME, AND TRIESTE.  
(Taking Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, and Adriatic Ports).  
The Company's Steamship **TRIESTE**, Captain A. MITSU, will be despatched as above on SATURDAY, the 11th Instant, at Noon.  
Silk and Valuables are transhipped on arrival at Bombay into an appointed liner. For information as to Freight and Freight, apply to **SANDER, WIELER & Co.**, Agents.  
Hongkong, March 6, 1899. 554

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR TIENTSIN.  
The Company's Steamship **NANCHANG**, Captain FINLAYSON, will be despatched as above on WEDNESDAY, the 10th Instant, at Noon.  
For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents.  
Hongkong, March 7, 1899. 513

**MOGUL-WARRACK-MILBURN LINE.**  
FOR NEW YORK VIA SUEZ CANAL.  
The Steamship **MACDUFF**, Captain NIELSON, will be despatched as above on or about 31st March, 1899.  
To be followed by the **S. S. OCEAN**, to sail about 16th April, 1899.  
For Freight or Passage, apply to **DODWELL & CO., LIMITED**, Agents.  
Hongkong, March 9, 1899. 523

**TO Let.**  
TO LET, FURNISHED, AT THE PEAK, 'ABERGELDIE', from April to October, (or longer).  
Apply to **The Bank of China and Japan, Ltd.**  
Hongkong, March 7, 1899. 568

**SEMI-DETACHED VILLA RESIDENCES** on Bowen Road—(Now in course of erection).  
PROPERTY now occupied by the **BOWEN ROAD SAW MILLS**.  
No. 4, RIFON TERRACE, "BAHAR LONGE."  
Furnished or unfurnished.  
No. 8, KENTFORD TERRACE, Kowloon, furnished.  
Apply to **THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, March 4, 1899. 537

**TO LET.**  
**HOUSE No. 1, CAMERON VILLAS**, Park, from 1st April Next.  
GODOWNS, in DUNDRELL STREET.  
Apply to **BEILLOS & Co.**  
Hongkong, March 4, 1899. 545

**TO LET.**  
**OFFICES, ROOMS, AND SHOPS** at BACONFIELD ARCADE, opposite to the City Hall.  
Apply to **TAM HO, c/o ACREE & Co.**, Furniture Store.  
Hongkong, February 20, 1899. 437

**TO LET.**  
**FURNISHED or UNFURNISHED.** Two Flats, No. 31, ELTON ROAD, KOWLOON. Suitable for Small Families or Bachelors.—Apply to **The Kowloon Hotel**.  
Hongkong, February 13, 1899. 380

**TO LET.**  
**No. 4, ELLIOTT CRESCENT**, ROBINSON ROAD.  
Reception Rooms and 5 Bed-Rooms.  
Apply to **DENISON & RAM**.  
Hongkong, January 10, 1899. 92

## Shipping.

**'GLEN' LINE OF STEAM SHIPS.**  
FOR LONDON VIA SUEZ CANAL.  
The Steamship **GLENGARRY**, Captain GARY, will be despatched as above on or about the 10th March (proximo).  
For Freight or Passage, apply to **JARDINE, MATHESON & Co.**, Agents.  
Hongkong, February 11, 1899. 348

**FOR SANDAKAN.**  
The Steamship **SULTAN**, Captain LAKE, will be despatched for the above Port at Noon, on TUESDAY, the 14th March, instead of as previously advertised.  
Cargo for KUDAT can be transhipped at SANDAKAN.  
For Freight or Passage, apply to **J. WHEELEY**, Agent.  
Hongkong, March 7, 1899. 386

**FOR YOKOHAMA AND KOBE.**  
The Steamship **NURNBERG**, Captain von BINKEN, will be despatched for the above Ports on or about the 14th Inst.  
For Freight, apply to **SIEMSEN & Co.**, Agents.  
Hongkong, March 6, 1899. 513

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR AMOY, SAMARANG AND SOERABAYA.  
The Company's Steamship **HUPEH**, Captain QUAIL, will be despatched as above on THURSDAY, the 10th Instant, at Daylight.  
For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents.  
Hongkong, March 6, 1899. 564

**EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.—(Calling at Ticon, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmannia, &c.)  
The Steamship **AIRLIE**, Captain KOCK, will be despatched for the above Ports on THURSDAY, the 10th Instant, at Daylight.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to **GIBB, LIVINGSTON & Co.**, Agents.  
Hongkong, March 1, 1899. 474

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR MANILA.  
The Company's Steamship **TAIYUAN**, Captain NIELSON, will be despatched on MONDAY, the 13th Instant, at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S. S. Co., and vice versa.  
For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents.  
Hongkong, March 5, 1899. 502

**FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE, VIA MANILA.**  
The Company's Steamship **TAIYUAN**, Captain NIELSON, will be despatched on MONDAY, the 13th Instant, at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S. S. Co., and vice versa.  
For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents.  
Hongkong, March 5, 1899. 502

**FOR NEW YORK VIA SUEZ CANAL.**  
The Steamship **MOYUNE**, Captain CONTRA, will be despatched for the above Port on or about the 20th March.  
To be followed by the **S. S. LIVER**.  
Captain JACOBS, sailing about 15th April.  
For Freight or Passage, apply to **SHEWAN, TOMES & Co.**, Agents.  
Hongkong, February 20, 1899. 429

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship **MENELAUS**, Captain TOWELL, will be despatched as above on SATURDAY, the 18th Instant, at Noon.  
For Freight, apply to **BUTTERFIELD & SWIRE**, Agents.  
Hongkong, March 6, 1899. 553

**FOR SAN FRANCISCO.**  
The Company's Steamship **QUEEN MARGARET**, Captain MASTER, shortly expected here, will load for the above Port, and will have quick despatch.  
For Freight, apply to **SHEWAN, TOMES & Co.**, Agents.  
Hongkong, January 23, 1899. 2497

## Mails.

**NOTICE.**  
**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS POSTES FRANÇAIS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.  
1120  
ON SATURDAY, the 11th March, at Noon, the Company's Steamship **SYDNEY**, Captain AUBERT, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, WESTPORT TRANSPORT, CARGO and SPECIE will be registered for London as well as for MARSEILLES, and shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 p.m., SPECIE and Parcels until 3 p.m. on the 10th March. (Parcels are not to be sent on board; they must be left at the Agency's Office).  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX, Agent.  
Hongkong, February 27, 1899. 498

**STRAITS, CRYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**  
Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.  
The Steamship **PARAMATTA**, Capt. O. T. DENNY, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 18th March, at Noon, taking Passengers and Cargo for the above Ports.  
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.  
Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of this Company's Bills of Lading.  
For further Particulars, apply to **H. A. RITCHIE**, Superintendent.  
P. & O. S. N. Co.'s Office, Hongkong, March 4, 1899. 550

**NORDEUTSCHER LLOYD.**  
NOTICE.  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.  
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.  
PROPOSED SAILINGS FROM HONGKONG.  
Subject to Alteration.  
Bayern, ..... Wednesday | March 28.  
Prinz Heinrich | Wednesday | April 26.  
Frisland, ..... Wednesday | May 24.  
ON WEDNESDAY, the 29th day of March, 1899, at 9 a.m., the Company's S. S. **BAYERN**, Captain E. FRIEDRICH, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 27th Instant, and Cargo and SPECIE will be received on board until 5 p.m. on TUESDAY, the 28th Instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.  
For further Particulars, apply to **MEICHERS & Co.**, Agents.  
Hongkong, March 1, 1899. 514

**JAPANESE FINE ART CURIOS.**  
**KUHN & KOMOR,**  
21 & 23, Queen's Road, Hongkong; 35, Water Street, Yokohama; and 36, Division Street, Kobe.  
**DENTISTRY.**  
**SUI SANG,**  
(Lately Practising with Dr. I. Sakata)  
**DENTIST.**  
No. 8, Queen's Road Central.  
Hongkong, January 1, 1899. 3

**CARMICHAEL & BARLOW,**  
Consulting Engineers and Surveyors, 18, PRINCE CENTRAL and 3, DOUGLAS LANE.  
NEW AND SECOND-HAND LAUNCHES FOR SALE.  
DESIGNS and Specifications for all Classes of Steamships; Launches or Speciality. New Work and Repairs supervised.  
Telegrams: "CARMICHAEL" Hongkong; telephone No. 111.  
B. J. CARMICHAEL, B. J. BARLOW.  
Hongkong, December 8, 1898. 649

**TOYO KISEN KAISHA.**  
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.  
Proposed Sailings from Hongkong.  
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, March 21, at Noon.  
Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, April 25, at Noon.  
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, May 29, at Noon.  
THE S. S. **AMERICA MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 30th March, 1899, taking Freight and Passengers for Japan, the United States, and Europe.  
Passengers of this line pass through the INLAND SEA OF JAPAN, and call at SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
Passengers holding orders for OVERLAND RAIL ROUTE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.  
Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.  
Particulate of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.  
J. S. VAN BUREN, Agent.  
Hongkong, March 6, 1899. 557

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**  
IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.  
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.  
Taking Cargo and Passengers to JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, ETC.  
S.S. **Belgian King**, 3,379 Tons.....About 15th March.  
S.S. **Carmarthenshire**, 3,570 Tons.....About 31st March.  
S.S. **Carlisle City**, 3,002 Tons.....About 15th April.  
THE Steamship **Belgian King** will be despatched for SAN DIEGO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 16th March.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcels will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.  
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents, CHINA & JAPAN.  
Hongkong, February 20, 1899. 433

**CHAS. J. GAUFF & Co.**  
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.  
NAUTICAL SCIENTIFIC and METEOROLOGICAL INSTRUMENTS.  
VOYAGEUR'S COMPASS, BINOCULARS and TELESCOPES.  
RITCHIE'S LIQUID and OTHER COMPASSES, ADMIRALTY and IMRAY CHARTS, NAUTICAL BOOKS.  
English Silver & Electro-Plated Ware, Christened & Co.'s Electro-Plated Ware, GOLD & SILVER JEWELLERY in great variety.  
DIAMONDS and DIAMOND JEWELLERY.  
A Splendid Collection of the Latest LONDON PATTERNS, of very moderate price.  
472

**NOTICE.**  
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.  
Proposed Sailings from Hongkong.  
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, March 21, at Noon.  
Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, April 25, at Noon.  
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, May 29, at Noon.  
THE S. S. **AMERICA MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 30th March, 1899, taking Freight and Passengers for Japan, the United States, and Europe.  
Passengers of this line pass through the INLAND SEA OF JAPAN, and call at SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
Passengers holding orders for OVERLAND RAIL ROUTE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.  
Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.  
Particulate of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.  
J. S. VAN BUREN, Agent.  
Hongkong, March 6, 1899. 557

**Occidental and Oriental Steamship Co.**  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.  
VIA INLAND SEA OF JAPAN AND HONOLULU.  
Proposed Sailings from Hongkong.  
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, March 21, at Noon.  
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, April 15, at Noon.  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, May 11, at Noon.  
THE Co.'s Steamship **COPTIC** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 21st March, at Noon.  
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.  
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.  
Passenger who have paid full fare, embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.  
All Parcel Packages should be marked to address in full and sent to the Company's Office until 5 p.m. the day previous to sailing.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.  
J. S. VAN BUREN, Agent.  
Hongkong, February 27, 1899. 483

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NAUTICAL SCIENTIFIC and METEOROLOGICAL INSTRUMENTS.  
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## Mails.

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TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.  
Proposed Sailings from Hongkong.  
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, March 21, at Noon.  
Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, April 25, at Noon.  
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, May 29, at Noon.  
THE S. S. **AMERICA MARU** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 30th March, 1899, taking Freight and Passengers for Japan, the United States, and Europe.  
Passengers of this line pass through the INLAND SEA OF JAPAN, and call at SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
Passengers holding orders for OVERLAND RAIL ROUTE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.  
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Particulate of the various routes can be had on application.  
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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.  
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For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.  
J. S. VAN BUREN, Agent.  
Hongkong, March 6, 1899. 557

**U. S. Mail Line.**  
**PACIFIC MAIL STEAMSHIP COMPANY.**  
VIA INLAND SEA OF JAPAN AND HONOLULU.  
Proposed Sailings from Hongkong.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, March 14, at Noon.  
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, April 9, at Noon.  
City of San Francisco (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, May 2, at Noon.

**U. S. Mail Steamship CITY OF RIO DE JANEIRO** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.  
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
Passengers holding orders for OVERLAND RAIL ROUTE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.  
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Particulate of the various routes can be had on application.  
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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.  
J. S. VAN BUREN, Agent.  
Hongkong, March 6, 1899. 557

**U. S. Mail Steamship CITY OF RIO DE JANEIRO** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.  
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, to break their journey at any point en route.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.  
Passengers holding orders for OVERLAND RAIL ROUTE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.  
Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.  
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## Banks

**THE NATIONAL BANK OF CHINA,  
LIMITED.**  
—  
AUTHORISED CAPITAL.....£1,000,000.  
PAID UP CAPITAL.....£ 324,864.  
—  
**HEAD OFFICE—HONGKONG.**  
—  
Court of Directors.  
D. GILLIES, Esq., J. T. LAM, Esq.,

CHAN KIT SHAN, Esq., CHOW TUNG SHANG,  
 Kwan Hoi CHUEN, Esq.  
 Esq.  
 Chief Manager:  
 G. W. F. PLAYFAIR.  
 Interest for 12 months Fixed 5%.  
 Hongkong, November 30, 1897. 171  
**IMPERIAL BANK OF CHINA.**

12TH NOVEMBER, 1893.

SUBSCRIBED CAPITAL, ...	Ts. 5,000,000
PAID-UP CAPITAL, ...	2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

CANTON,	HANKOW,
CHEFOO,	PEKING,
CHINKIANG,	SWATOW,
W.	

**THE BANK** Purchases and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agendes.

**HONGKONG BRANCH**

Advances made on approved securities.  
Bills Discounted.

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Interest allowed on Current Accounts at  
the Rate of 2% per Annum on the Daily  
Balances.

On Fixed Deposits for 3 Months	..	8%
" " " 6 "	"	4%
" " " 12 "	"	5%

R. W. RUTTER,  
Acting Manager.

Hongkong, October 15, 1898. 1870

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**HAPPY RETREAT,**

REFRESHMENTS, DINNERS,  
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 SPACIOUS TENNIS GROUND  
 Available at \$1.50 per AFTERNOON  
 (from 3 to 7 P.M.)  
 Tea-party Entertainments served at  
 Moderate Prices.  
 SHIU HING PO,  
 Proprietor.  
 Hongkong, September 20, 1893. 1789

Name.	Rtg.	Tons.	Guns.	I.H.P.	Captain.	Where at.
despatch vessel		1700	10	3000	Comdr. A. H. Smith-Dorrien	Hongkong
aloop		1050	6	1400	Commander E. J. W. Slade	On a cruise
cruiser, 3rd class		1770	8	3500	Comdr. G. E. Kingmill	Singapore
battleship, 1st class		10,600	14	13,000	Hon. S. C. J. Colville, O.B.	Wei-haiwei
cruiser, 2nd class		4360	10	9000	Capt. R. A. J. Montgomerie, O.B.	Shanghai
battleship, 1st class		10,650	14	13,000	Captain J. R. Jellicoe	Hongkong
aloop		1140	6	2000	Comdr. C. W. Winnington-Ingman	Hongkong
g.-lt. 3rd class coast defence		360	2	800	Lt.-Com. C. Chadwick	Shanghai
torpedo boat destroyer		360	6	8700	Lieut.-Com. R. J. Keyes	Hongkong
gunboat, 2nd class		468	2	360	—	Hongkong
cruiser, 1st class		7850	12	13,000	Captain F. W. Fisher	Wei-haiwei
torpedo boat destroyer		275	6	4000	—	Hongkong
torpedo boat destroyer		275	6	4000	—	Hongkong
cruiser, 2nd class		4360	10	9000	Capt. G. A. Callaghan	Hongkong
storeship		1840	—	1840	Lieut. H. J. Davison	Hongkong
cruiser, 2nd class		3690	8	9000	Capt. H. N. Dudding	Shanghai
gun-vessel, 1st class		756	2	870	Com. Win. W. Smythe	Hankow
armoured cruiser, 2nd class		6690	12	8500	Comdr. G. F. King-Hall	Manila
gunboat, 1st class		755	6	1200	Lieut.-Com. P. S. St. John	Cebu
aloop		1050	6	1400	Capt. N. P. C. Cochrane	Shanghai
gunboat, 1st class		755	6	1200	Lieut. C. V. J. Dormer	Manila
gunboat, 1st class		755	6	1200	Com. C. G. de M. Cowper	Manila
cruiser, 1st class		14,200	14	25,000	Capt. Hon. H. Lambton	Manila
gunboat, 1st class		715	6	1200	Lt.-Com. Hon. G. A. Hardinge	Sandakan
gunboat, 1st class		805	6	1200	Lieut.-Com. E. H. Grafton	Hongkong
river gunboat		—	2	—	Lieut.-Comdr. Carr	On a cruise
gun-vessel, 2nd class		755	2	870	—	Fouchow
receiving ship		4650	—	2000	Commodore Francis Powell	Hongkong
g.-lt. 3rd class coast defence		363	2	870	—	Hongkong
armoured cruiser, 1st class		5600	12	8500	Capt. A. C. Clarke	Hongkong
battleship, 1st class		14,900	16	12,000	Capt. A. Schomberg	Hongkong
Surveying ship		620	—	450	Lieut.-Comdr. W. P. Dawson	Hongkong
torpedo boat destroyer		360	6	5500	Lieut.-Com. E. Kelly	Hongkong
coast-defence ship, armoured		2750	4	1000	—	Hongkong
river gunboat		—	2	—	Lieut.-Com. H. D. S. Watson	Shanghai

Name.	Flag and Description.	Tons.	Guns.	H. P.	Captain.	Last report: at
French gunboat	475	3	450	Commander Journef	Saigon	
French flagship	6500	12	4600	Captain Joannet		
French gunboat	658	4	—	Lieut. Schwoerer	Saigon	
French cruiser	4000	14	8500	Capt. Philibert	Pochoow	
French cruiser	3553	11	4599		Kwongchawan	
French cruiser	1658	8	2050	Capt. Texier	Taku	
French cruiser	—	—	—	Captain Theumar	Kwongchawan	
French gunboat	470	—	—	Capt. Auet	Shanghai.	
French cruiser	5868	14	8500	Captain de Brétizel	Manila	
French gunboat	629	2	900	Captain de Pleissix	Saigon	
French flagship	—	—	—	Captain Boutet	Kwongchawan	
German cruiser	1640	8	2900	Capt. Brusaniti	—	
German ironclad	8090	—	8600	Captain Müller	Amoy	
German 2nd class cruiser	4109	10	9600	Captain Rollmann	Amoy	
German cruiser	4200	8	2630	Commander Obenheimer	Amoy.	
German flagship	7077	10	6700	Captain Stubenrauch	Hongkong	
German cruiser	6351	20	14,000	Captain Koellner	Manila	
German gunboat	890	—	—	Capt. Marten	Amoy	
German cruiser	4400	12	8000	Captain Truppel	Hongkong	
Italian cruiser	2700	—	—	Capt. Ceccani	Shanghai	
Italian cruiser	1487	—	—	Captain Inconrato	Nagasaki	
Portuguese gunboat	400	3	400	Comdr. Carvalho e Athayde	Macao	
Russian cruiser	5500	16	9000	Captain Molos	Port Arthur	
Russian gunboat	810	2	750	Captain Parenogo	Vladivostok	
Russian sloop	880	2	1150	Captain Boisman	Nagasaki	
Russian cruiser	6000	16	7000	Capt. Witthoff	Port Arthur	
Russian gunboat	590	9	3500	Capt. Serebrennikf	—	
Russian gunboat	1480	3	2000	Capt. Rudneff	Taku	
Russian sloop	1200	9	2150	Captain Sillman	Nagasaki	
Russian sloop	1200	3	1400	Commander Kachaloff	Chemulpo	
Russian 2nd class battleship	10,000	4	—	Captain Feniche	—	
Russian gunboat	1480	—	—	Captain Copriaueff	Nagasaki	
Russian cruiser	4000	16	8000	Captain Vreunius	Vladivostok	
Russian cruiser	12,200	—	—	Captain Domojiroff	Nagasaki	
Russian flagship	10,923	20	13,250	Comdr. Group	Nagasaki	
Russian gunboat	950	2	1125	Captain Barratoff	Port Arthur	
Russian 2nd class battleship	10,000	14	8500	Captain Barenogo	Nagasaki	
Russian gunboat	950	2	1120	Captain Niedermuller	—	
Russian armored cruiser	8200	12	7000	Captain Krivos Oucktomsky	Port Arthur	
Russian gunboat	850	11	3500	Capt. Bogalia	—	
Russian cruiser	1280	6	1194	Commander Komaroff	Vladivostok	
U. S. cruiser	4418	10	10,064	Capt. N. M. Dyer	Manila	
U. S. cruiser	3900	8	4680	Captain G. F. F. Wilde	Iloilo	
U. S. cruiser	4377	—	—	Lieut. Plattin Tappan	Iloilo	
U. S. cruiser	3780	8	6664	Captain Giles	Manila	
U. S. cruiser	1700	6	3405	Com. A. Walker	Manila	
U. S. gunboat	1382	12	1838	Captain T. Swinburne	Manila	
U. S. gunboat	1067	2	750	Lieut.-Com. F. Singer	Manila	
U. S. sloop	1270	—	850	Capt. Backnell	Shanghai	
U. S. monitor	4084	—	5244	Comdr. R. H. O. Leites	Manila	
U. S. monitor	3900	6	3000	Capt. W. B. Whiting	Manila	
U. S. flagship	6800	14	17,383	Captain Lamberton	Manila	
U. S. gunboat	829	4	1092	Commander E. P. Wood	Manila	

[illegible]

It is clear that succeeding the Pliocene Age there was a glacial epoch. But it is not so much to be desired, what was the cause of the glacial epoch? The climate of the earth, we do not understand it, the fault does not lie with the theorists, for scarcely any other speculation in geology has attracted a greater number of explanations. Some years ago, the late Mr. Beale Wood, in discussing the subject, enumerated no fewer than twelve causes, which he divided into three classes and six orders. These are—(1) The gradual cooling of the earth from a condition of original incandescence; (2) changes in the obliquity of the coltiple; (3) changes in the position of the earth's axis of rotation; (4) the effect of the procession of the equinoxes along with changes of the seasons; (5) the change of climate caused by variations in the amount of heat given by the sun; (6) differences in the temperature of portions of space passed through by the earth; (7) differences in the distribution of land and water in connection with the change of current currents of the sea; changes of climate caused by the action of the sun, according to the theory of Dr James Croll by the secular variation of the eccentricity of the earth's orbit. Of these terms of high eccentricity he has calculated that there have been four or five in the last 3,990,000 years. The last of these occurred during the Glacial Ages occurred, the earth's distance from the sun would have been 8,736,420 miles farther than at present during the Northern winter. Such conditions combined would have made the direct heat of the sun during the winter of the year one-fifth less, and during the summer half, one-fifth greater than now, thus causing the accumulation of ice. Croll calculates that the difference between the length of summer and winter was thirty-six days in those periods in which the eccentricity of the earth's orbit was at its greatest. Therefore, on hemispheres passed through a glacial epoch the winter of which fell in the aphelion, and thus had a longer winter and a shorter summer than usual, while the other enjoyed an exceptionally fine climate. This theory has been modified by Alfred Russel Wallace, who has shown that the hemisphere to pass through glacial periods at the same time. Croll affirms that during the rotation period of the equinoctial point, the same hemisphere passed through a glacial and interglacial period. Wallace maintains that the interglacial period was not able even at the present time to melt the ice which had accumulated at the pole, but that it was able to solve all the ice which had been accumulating during the Glacial Epoch. These accumulations lasted through several of Croll's glacial and interglacial periods, during which time both hemispheres were to the same degree covered with ice. The times of lesser eccentricity, when the ice of the northern and southern ice formations alternated. This explains why, in a period of lesser eccentricity both hemispheres are equally covered with ice, the southern more so than the northern, whilst in the Glacial Epoch great masses of ice congregate around both poles. It is not possible to state in only the briefest of terms—has met with various objections.—*Our Earth and its Story.*

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is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

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bloody flux and cholera infantum are more prevalent. A few doses of this remedy will check any ordinary attack of these diseases. It can be depended upon even in the most severe and dangerous cases. When reduced with water and sweetened it is pleasant to take, children like it. Sold everywhere. Price 50 cts. and \$1.  
General Agents:—WATKINS & Co.

MARCH 7th.—AT 4 P.M.						
Station.	Baromet.	Temperature.	Humidity.	Wind.	Force.	State.
	Haremsf.			Direction.	W. or E.	
W'atstock.						
Tokio.....	30.66	—	—	—	4	—
Koebi.....	30.97	—	—	SW	—	—
Nagasaki.....	30.03	—	—	SE	4	—
Kagoshima.....	30.07	—	—	SE	2	—
Yokohama.....	31.11	100	—	SE	—	om
Shang P'eng.....	30.00	60	79	E	1	—
Amoy.....	29.98	66	89	SE	3	—
Swatow.....	30.00	62	79	SE	3	—
Canton.....	29.97	82	70	W	1	—
Hongkong.....	29.99	74	63	N	2	—
Yick Poo.....	30.00	—	—	ENE	2	—
Gang Koo.....	30.00	—	—	SE	1	—
Maeco.....	30.01	75	—	—	—	—
Hai-phong.....	—	—	—	—	—	—
O.S. Siam.....	—	—	—	NE	6	—
Malacca.....	—	—	—	—	—	—

Paksoo.....						
Pokio.....						
Kochi.....						
Kagasaki.....						
Kagoshima.....						
Osaka.....	30.31	48	93	NNE	2	cv
Sharp Pk.,.....	30.22	60	85	N	3	og
Amoy.....	30.31	61	84	NNE	1	b
Swatow.....	30.16	69		N	2	a
Canton.....						
Hongkong.....	30.11	74	60	ESE	2	b
Vict. Peak.....				ESE	2	2
Gap Rock.....	30.10			NNE	1	b
Macao.....	30.11	75		SSE	1	bo
Hainan.....	30.07	67		N	1	m
Malate.....				NE	1	m

Hongkong Observatory, March 8, 1889.

1. **BAROMETR.** reduced to 29 degrees Fahrenheit wet, and to the level of the sea in inches, tenths and hundredths.

2. **TEMPERATURES.** in the shade, in degrees Fahrenheit.

3. **HUMIDITY,** in per centage of saturation, at the humidity of air saturated with moisture being 100.

4. **DIRECTION OF WIND,** to two points.

5. **FORCE OF WIND,** according to Beaufort's scale.

6. **STATE OF WEATHER,** a blue sky, a d.ashed cloud, a dissolving rain, a fog, a glow, a hail, a lightning, a overcast, a passing shower or squall, a rain, snow, a thunder, a visibility new (vul).

7. **Rain,** in inches, tenths and hundredths.

HONGKONG HOTEL.		ORANGEISLE.	
Mr J. B. Aitken	Mr W. P. Johnston	The Right Rev. M. J. H. C. O.	
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Mr B. J. Barlow	Mr and Mrs Joseph	Mrs Carlyle & family	Mr and Mrs E. Ma
Mrs Beatty & child	Mr and Mrs W. Kaslin	Mr & Mrs Chas. C. Cohen	Major M. M. Morris
Mr Borrelli	Mr D. E. King	Surgeon E. O. Crick	R. A.
Mr and Mrs A. E. Miss King	Mr Kinghorn	land, R.N.	Mrs Morris
Botenheim	Mr Lachiondo	Mrs Criland and Hon. R. D. Ormsby	
Mr L. Braggiotto	Miss Lake	daughter	Mrs Ormsby
valet	Mr John Brown	Rev. Francis Flynn, Miss Ormsby	
Mr G. Brusse	Mr L. Laughlin	R.N.	Mrs E. Reginald
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Mr. A. Egan	Mr. H. Simmins	Mr. G. H. Dan	Mr. A. K. Rhodon
Mr. E. J. Ezra	Mr. Skinner	Mr. & Mrs. W. H. T.	Commd. V. Richards
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Mrs. Hillman	Mrs. Whiteley	Mr. H. B. Harcaste	Mrs. W. H. Whit
Mr. H. Hobben	Lieut. R. E. Bagnall	Mr. E. Heirze	and child.
Mr. J. H. H. H. H.		Lieut. R. P. Hobson,	
		U.S.N.	

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